



Project Visioning

Meeting #1

Context and Needs



Meeting #1

Project Visioning

- What is your vision for SR-12 corridor and project area?
 - What is the context of the project area and corridor?
 - Are there problems with this corridor - what are they?
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Previous Study Information

Many studies have been completed in the area of the SR-12 corridor. The following documents are the most pertinent to the road:

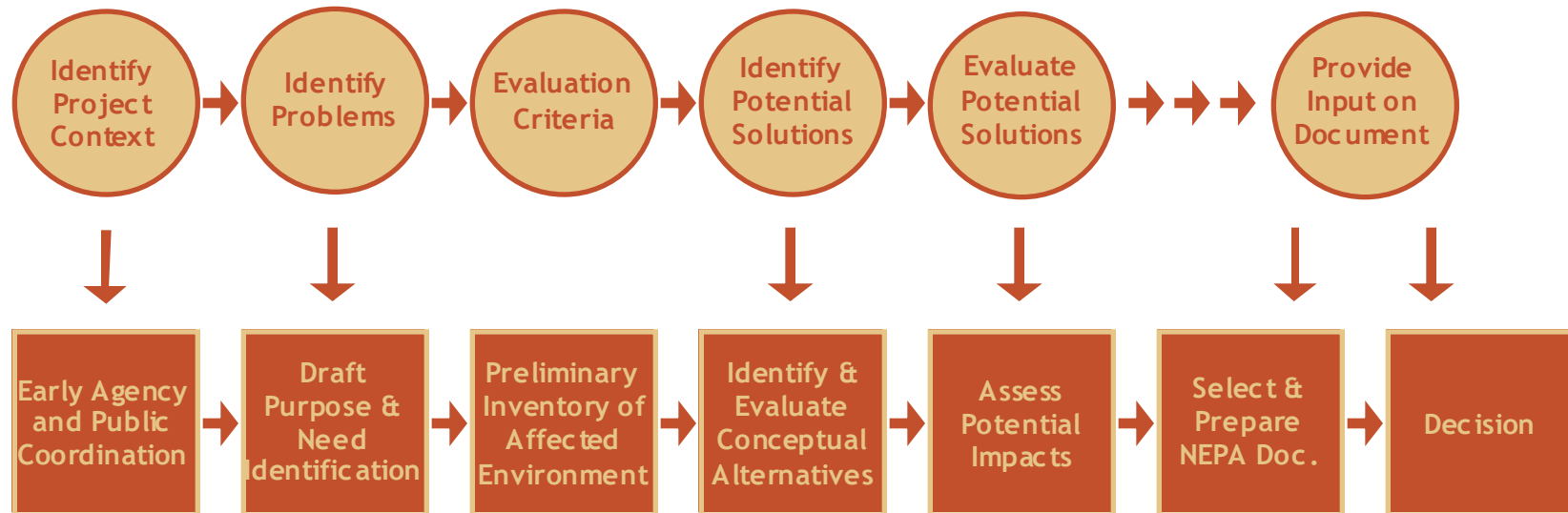
- ***SR-12 and SR-63 Corridor Transportation Plan (2000)***
conducted by the Utah Department of Transportation (UDOT)
 - ***Scenic Byway 12 Corridor Management Plan (2001)***
conducted on behalf of the Wayne and Garfield County Commissions
 - ***Grand Staircase – Escalante National Monument Management Plan (1999)*** conducted by the Bureau of Land Management (BLM)
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SR-12 Project Approach

○ Agency and Public Involvement

■ NEPA Process





National Environmental Policy

NEPA - National Environmental Policy Act of 1969

"...a national policy which will encourage productive and enjoyable harmony between man and his environment,...to promote efforts which will prevent or eliminate damage to the environment....."

Source: Section 2 [42 USC 4321]



NEPA is....

A decision making process that ...

Determines Needs

Develops Alternatives

Evaluates Impacts

Considers Appropriate Impact Mitigation

Requires Interagency Participation and Public Input

Public Involvement

Documents Process and Decision

provides the opportunity for quality solutions.



NEPA

Applies to all agencies of the federal government

when ...

a federal action may impact the quality
of the human environment.



Context Sensitive Solutions

is a philosophy that guides in planning, designing, constructing, and maintaining safe transportation solutions in harmony with the community and the environment.





Guiding CSS Principles

- Address the Transportation Need
- Be an Asset to the Community
- Be Compatible with the Natural and Built Environments





Context Sensitive Solutions

“Context sensitive solutions:

- **Asks questions** first about the need and purpose of the transportation project.
- Then **equally addresses** safety, mobility, and the preservation of scenic, aesthetic, historic, environmental, and other community values.
- Context sensitive solutions involves a **collaborative, interdisciplinary approach** in which citizens are part of the design team.”

--Thinking Beyond the Pavement, Maryland State Highway Administration Workshop, 1998: NCHRP 480 Report.



Context

The circumstances in which
an event occurs; a setting.

Sensitive

Solutions



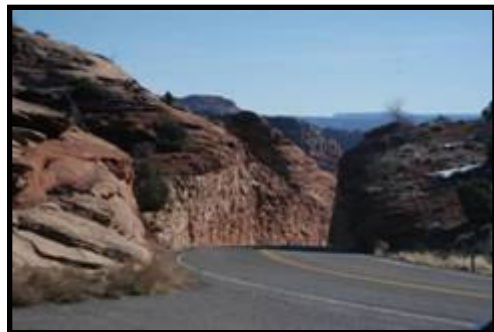


Every Area has a Context





***What is the
Context of
the SR-12
area?***





Critical Review Elements

1. Posted Speed
 2. Travel Lane Widths
 3. Shoulder Widths
 4. Horizontal Alignments (curves on roadway)
 5. Vertical Alignments (crests and valleys on roadway)
 6. Grade of Roadway (how steep is the roadway)
 7. Sight Distance (how far ahead of me can I see)
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Critical Review Elements (Cont.)

8. Cross Section (slope on the side of the roadway, obstructions close to roadway)
 9. Superelevation (how steep is the bank on a curve)
 10. Structural Capacity (Structural Rating of bridge)
 11. Vertical Clearance (overhead obstructions)
 12. Bridge Width
 13. Crash Data
 14. Pavement Conditions
-



Existing Conditions Results

1. Posted Speed –
 - Ranges from 30-60 mph. Warning Signs 20-40 mph
 2. Travel Lane Widths –
 - Generally 11-12 ft.
 3. Shoulder Widths-
 - Range 0-10 ft (Generally 2-3 ft)
 4. Horizontal Alignments (curves on roadway)
 - 97 Horizontal Curves
 - Curves Speed Range from 20-75+ mph
-



Existing Conditions Results (Cont.)

5. Vertical Alignments (crests and valleys on roadway)

- 90 Vertical Curves
- Curve speed range from 30–80 mph

6. Grade of Roadway (how steep is the roadway)

- Range from 0.06-14.38% (Generally 6-8%)

7. Sight Distance (how far ahead of me can I see)

- Horizontal Sight Distance – 16 of 97 curves have horizontal sight distance less than 30 mph



Existing Conditions Results (cont.)

8. Cross Section (slope on the side of the roadway, obstructions close to roadway)

- Maps identify location of slopes 3:1 or steeper
- Guardrail/Barrier do not have proper end treatments

9. Superelevation (how steep is the bank on a curve)

- Range from 2-8%
 - Super does not extend through entire curve
-



Existing Conditions Results (Cont.)

10. Structural Capacity (Structural Rating of Bridge)

- Escalante River Bridge – Rating 84.3 = Good Condition
- Calf Creek Bridge – Rating 58 = Deteriorated
- Boulder Creek Bridge – 82.9 = Good Condition

11. Vertical Clearance (Overhead obstructions) – appear adequate

12. Bridge Width

- Calf and Boulder Creek have obstructions within clear zone



Existing Conditions Results (Cont.)

13. Crash Data

- 81 Total crashes from 1994 -2003
- Locations shown on maps

14. Pavement Conditions

- Sub-grade is mostly strong
 - Pavement in poor condition - Previous report recommends rehabilitation
 - RP 75.3 Guardrail/Metal pipes supporting pavement.
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Project Visioning

Upcoming meetings:

- Evaluation criteria
- Preliminary alternatives
- Preliminary alternative evaluation



SR-12 ESCALANTE TO BOULDER

Context Sensitive Committee



Project Map and Preliminary Issues

PRELIMINARY PROJECT ISSUES

ARCHAEOLOGICAL RESOURCES ▲

- Escalante Riv & Sites
- Calf Creek Granary
- Friendship Panel
- Coombs Site

CULTURAL RESOURCES (REGIONAL)

- Agriculture
- Art Galleries
- Courty Fairs and Rodeos
- Logging
- Horse Races
- Cattle Drives
- Trail Rides
- Hole-In-The-Rock Trek

HISTORIC RESOURCES ◆

- Cream Cellar Route
- Boynton - Phipps Legend
- Calf Creek
- Hogs Back

NATURAL RESOURCES

Wild and Scenic Rivers Suitable Segments

- Escalante Riv &
- Calf Creek
- Boulder Creek

Geology and Paleontology

- Big Flat Land Area
- Escalante Canyons
- Straight Cliff Formation
- Navajo Sandstone Formation
- Kayenta Formation
- Wingate Formation
- Claron Formation
- Dinosaur and other Fossils

RECREATIONAL RESOURCES ■

- Grand Staircase-Escalante National Monument
- Anasazi State Park
- Escalante Town Trail
- Escalante Riv & Trail
- Lower Calf Creek Falls Trail
- Calf Creek Recreation Area
- Escalante Riv &

UTILITIES

Power Lines: RP 68-69, 72-74, 77-83

TRAFFIC

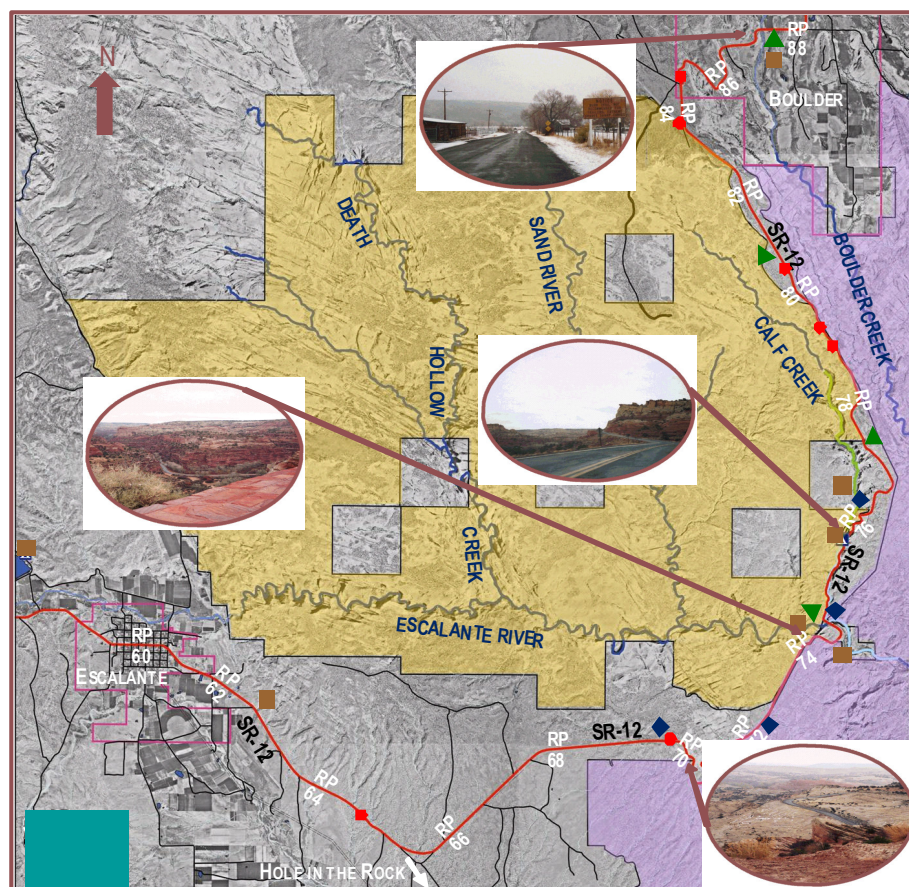
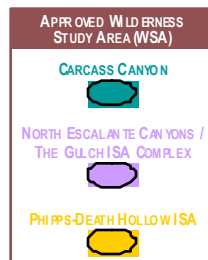
- LOS D by 2017 RP 66-88
- 18% RV Traffic

RIGHT-OF-WAY

- Private: RP 60-62, 63-64, 65-66, 74, 87-88
- State: RP 64-65
- BLM: RP 62-64, 65-84
- Forest Service: RP 84-87

SAFETY / ROADWAY

- Horizontal and Vertical Curve Deficiencies: RP 70-84
- Roadside Hazards: RP 70-88
- Turn-outs Needed
- Turning Lanes Needed: RP 69
- Rock Slides: RP 70-88
- Narrow Shoulders: RP 60-88
- Drainage Deficiencies: RP 70-88
- Soft Shoulders: RP 70-84
- Deficient Pavement: RP 70-84
- Snow Drifting: RP 83-88
- Above Avg. Accident Severity: RP 66-88
- Rest Area Needed: RP 62
- Recreational/Vehicle Conflicts: RP 87
- Bicycle Traffic: RP 60-88



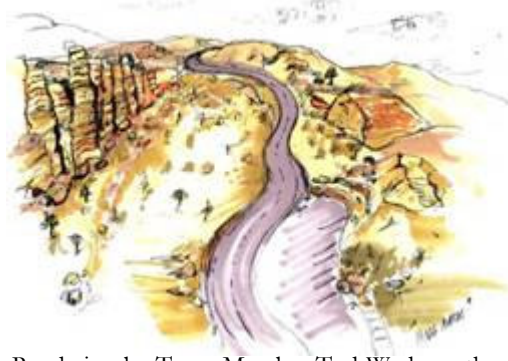


What is important to you?

Bicycle Access



Maintain the Beauty



Rendering by Team Member Tod Wadsworth

Turning Lanes



Wider Shoulders



How do we balance?